

THE INDUSTRIAL EXHIBITION OF 1853.—We are glad to find that the principal cities of France, Belgium, and Prussia, will be exhibitors, headed respectively by the Emperor Napoleon and their majesties King Leopold and Frederick William IV. each of whom has promised to contribute exquisite specimens of the *arts, art, and manufactures* of their kingdoms. To this list can now be added the Austrian dominions, where the government has issued special invitations to all the Austrian manufacturers to contribute specimens to the Exhibition. The Swiss government are likewise alive to the importance of the Exhibition, a communication having last week been received from the vice-consul of the Swiss Confederation in London, requesting that the fullest information may be immediately forwarded to him, as it is the wish of the leading watchmakers at Geneva, and the other manufacturing towns of Switzerland, to send a choice collection of the beautiful articles for which they are justly celebrated. Though not strictly within the limits of an "Industrial Exhibition," there will be an archaeological collection illustrative of Ireland and Ireland's history.

WALL PAINTING IN EXETER CATHEDRAL.—An interesting subject, painted in distemper, has just been brought to light on the north wall of the north tower of Exeter Cathedral. The zeal and industry of Mr. Winsor, the senior vergier, in clearing off the whitewash from an area about 7 feet by 9 feet, has been the means of displaying the whole of the figures with great clearness. It represents the Resurrection of our Lord, who stands erect, holding the red-cross banner. Around are four or five crouched figures—"the Pharisees" and soldiers: the angel that "rolled back the stone" is behind. In the middle distance appear the women approaching the sepulchre; in another place, "she supposing him to be the gardener." The buildings of Jerusalem, in the background, remind the archaeologist pleasantly of round churches and Romanesque spires. The painting occupies a space between the clock—dating some time in the fifteenth century—and the angle of the tower. It is the intention of Mr. Ashworth to make a drawing of the subject, for the benefit of those who may not be inclined to scale the inclosure of Silkes Chantry by ladder to get a near view; and it may be well thus to perpetuate colours which might not permanently

"Bear the brightness of the day,
Which streams too much on all years, man has
left away."

RAILWAY MATTERS.—Strong symptoms of revival in the activity of railway projectors have manifested themselves this year. The number of plans lodged with the Board of Trade on 29th and 30th ult. were about 160, a great proportion being extensions of existing railways. The following are among the principal amalgamation Bills to be submitted to Parliament:—The London and North-Western and the Midland; the London and North-Western and the North Staffordshire; the London and North-Western and the Birkbehead, Lancashire, and Cheshire; the London and North-Western and the Shrewsbury and Birmingham and Shrewsbury and Chester; the Newport, Abergavenny, and Hereford, and the London and North-Western, thus making a proposed addition to the capital of the latter company of 27,387,344*l.* expended on 887 miles, and a total to 30th of June last of 56,962,041*l.* expended on 1,441 miles of railway;—the Great Western and Shrewsbury and Birmingham and Shrewsbury and Chester, making an addition of 2,797,825*l.* to the capital expended by the Great Western, and a total, including the Birmingham and Oxford, of 21,000,000*l.*;—the York, Newcastle, and Berwick, the York and North Midland, and the Leeds Northern, including an expenditure of 19,000,000*l.* on 653 miles;—the London and South-Western and the London, Brighton, and South Coast, aggregate expenditure, 15,862,845*l.* and mileage 426 miles;—the Norfolk and Eastern Counties, aggregate capital expended, 11,915,683*l.*—The railway line from Sunderland Dock to the Penrith station of the York and Berwick Railway is now com-

plete. In the first nine miles there are no fewer than sixteen bridges, four of iron and twelve of stone, besides a large culvert. There have been some large cuts and embankments on the line. There is a branch line to the Derwent ironworks. The passenger stations are six in number. The total cost is estimated at 250,000*l.*

ART WORKS IN PROGRESS AT ROME.—According to a correspondent of the *Morning Chronicle*, Gibson's statue of Sir Robert Peel, to be placed in Westminster Abbey, is in course of execution. It will be finished in three months. The sculptor is likewise engaged on another work of national interest. It is to be of colossal proportions, representing her Majesty Queen Victoria seated on the throne, with attendant figures at each side, the one of Clemency, the other of Justice. The statue of the Queen is at present being raised in clay. The United States' National Monument to Washington is being executed by Mr. Crawford, an American sculptor. It will be the largest monument of the kind existing. Rauch's statue of Frederick the Great, at Berlin, is of considerably less proportions. The base of the Washington monument is a complete circle: on this a star with six points is raised, and on this rises the actual base to the equestrian figure. Six eagles surround the steps on the circle, and six colossal statues of eminent Americans surround the pedestal—Henry, Lee, Mason, Marshall, Allen, and Jefferson. The whole is on a gigantic scale, from 60 to 70 feet high. The figures of Jefferson and Henry are completed, and forwarded to Müller's foundry at Munich, to be cast in bronze. The artist is raising the figure of Washington's horse—a mound of clay. The papal government last year made a donation of an immense block of marble for the works.

REPAIR OF THE CHURCH OF THE HOLY SEPULCHRE.—The *Berlin Spener's Gazette* states, on the authority of a private letter from Jerusalem, that the Sultan had resolved to repair the defect in the cupola of the Church of the Holy Sepulchre at his own expense, to appease the disputes to which the state of the building had given rise among the Greek and Latin Christians. A Turkish engineer had arrived, with orders to survey the edifice, and make the necessary measurements and estimates for the repairs. On the day after the arrival of the engineer, Aïff Effendi, a conference was held in the body of the church, at which he stated it was the declared will of the Sultan, that the dispute about rebuilding the cupola should be settled: he had therefore resolved, without prejudice to the rights of powers interested in it, to undertake the restoration of it at his own cost: the Effendi notified, accordingly, that he should commence the survey on the following morning.

BREACH OF CONTRACT.—At Marlborough-street police-office, Alexis Le Bray was summoned before Mr. Bingham for breach of contract with his employer, Samson Wertheimer, ironmonger and ornamental worker, Greek-street, Soho. It was proved that the defendant had entered into a written contract with the complainant for one year at 35*s.* a week. The year having expired, the contract was renewed for another year at 2*l.* per week. The defendant having been offered higher wages by another house, suddenly left his employment, and did not even return to finish the work in hand. The defendant admitted the authenticity of the contract. Mr. Bingham said he was sorry to have to send a skilful workman to prison, but as there was no justification for the defendant's conduct he must put the Act in force. Verdict, imprisonment for one month.

ARCHITECTURAL INSTITUTE OF SCOTLAND.—The second meeting of the session of this institute was held last week, being the first this season in Glasgow. Sheriff Bell presided, and, on opening the proceedings of the evening, he congratulated the members on the progress the institute had made, intimating that the numbers now amounted to 400. Mr. Edmund Sharpe then read a paper on the history of the progress of Church Architecture in England, from the Heptarchy to the Reformation.

KILLARNEY JUNCTION RAILWAY COMPETITION.—We hear that this company have now instructed a Dublin architect to prepare a set of plans for the proposed hotel at Killarney, and that the amount (6,000*l.*) stipulated in the late competition, will be far exceeded. Our readers are aware that the company awarded the premiums to certain architects for their plans, but it appears that neither are to be carried out. The proceedings of the company have given dissatisfaction to some of the rejected competitors, to whom additional trouble was caused. The railway is progressing. Upwards of 500,000 cubic yards of earth and 40,000 of rock have been excavated: eight of the twelve river bridges are built, and five of the eleven road bridges also. Twenty-four of the thirty-two miles have been brought to formation level, and fourteen are ready to receive the permanent way. There is a heavy rock-cutting at Knockacoppul. The station, goods store, and other buildings are in a very forward state. Mr. W. R. Lefaun, engineer-in-chief. Mr. Dargan, contractor.

BRITISH ARCHAEOLOGICAL ASSOCIATION.—On Wednesday 8th, the last evening meeting before the Christmas holidays, an exceedingly curious paper by Mr. Vere Irving, was read to the society. In the household expenses of the Princess Mary, daughter of Henry VIII. A.D. 1522, preserved in the Chapter-house, at Westminster, there occurs this singular item: "Pd. to a man at Wyndesore, for kyllyng of a calfe, before my Lady's grace, behynde a clothe, 8d." This item, Mr. Payne Collyer, in his "Annals of the Stage," has observed, "is inexplicable, unless we knew the story represented." Mr. Vere Irving's paper contained this story, and gave the most complete and satisfactory illustration of the item, by the recital of the whole entertainment, which he himself had more than once heard given in the North. It is a dialogue supposed to be carried on between a man who has a calf to sell and another person, the performer being concealed behind a curtain or cloth, changing his voice, and imitating the various sounds occasioned by the supposed killing of the calf, skinning it, and attempting to carry the body of it away, &c. &c. The reading occasioned great amusement, and the paper is a valuable illustration of the rude scenic amusements of ancient royalty.

INTERMENTS IN THE CITY GRAVEYARDS.—At a numerous meeting of the inhabitant housekeepers of the parish of St. Botolph Without, Aldersgate, held at the Literary and Scientific Institution, Aldersgate-street, on the 7th inst. it was unanimously resolved "That the interment of the dead in the City of London being alike opposed to the health of the inhabitants, and to the respect due to the remains of those who have departed this life, and the Legislature having sanctioned an Act for placing the dead in suburban districts, that the meeting regards the continuous interment in the churchyard of this parish as no longer necessary or politic, and from its overcrowded state calculated to injure the health of the surrounding district: and that the foregoing resolution be forwarded to the Court of Common Council and the Commissioners of Sewers."

LOCOMOTIVE OIL.—It is stated by a contemporary that a large railway engine consumes from 90 to 100 gallons of oil yearly for lubricating its working surfaces. The annual consumption of oil by the London and North-Western Railway Company, for this purpose, exceeds 40,000 gallons.

REPEAL OF TAXES ON KNOWLEDGE.—The Association for Promoting the Repeal of the Taxes on Knowledge have addressed the Premier on the subject in a memorial reviewing the objections to these taxes, and expressing a hope that the measures contemplated by the Government will consist in a repeal of the newspaper stamp altogether, otherwise it is the opinion of the association that if the Government actively interfere so as to modify these taxes merely, they will be obliged in consistency to enforce the law as it may then stand, especially in the case of news in the weekly unstamped papers.